

D. D. Thomas, chief clerk to Superintendent Barnes at Alamogordo, has been given a leave of absence for thirty days, with a sixty-day privilege. M. Lawrence, general time checker, will serve in Mr. Thomas' place. The first railway was built at New Orleans, England, 200 years ago, the first railroad less than one hundred years ago. The United States has more miles of railway than all the other countries of the world combined.

A. G. Harney, general agent for the Denver & Rio Grande railroad, will bring his wife and son to Santa Fe next month. They intend to make the latter city their permanent home.

John Green of the boiler shops is off duty suffering from a very sore left eye. Yesterday, while shipping bolt heads on an old boiler, a small piece of iron entered his eye.

Conductor P. M. Carter and Engineer Naves, two of the oldest and best men of the Winslow division, were let out the other day for alleged irregularities in flagging.

B. L. Williams, erstwhile agent for the Santa Fe at Gallup, has been installed as agent at Winslow. It is a promotion for Mr. Williams.

M. P. Kelly, and Ben Schupp of Storekeeper Carter's office, are at Gallup taking inventory of the Santa Fe's store house at that place.

F. E. Franks has resigned his position in the auditor's office at Alamogordo, and will remove his family to Ohio, probably Toledo.

J. W. Orchard, who is in the employ of the Santa Fe Central at Estancia, was at the Capital City yesterday on business.

B. F. James has been elected assistant treasurer and assistant secretary of the Colorado & Southern railway. A circular issued by President Trumbull names Mr. James as successor to H. Van Meter in these positions. The appointment is effective May 30.

The Raton Reporter says: J. C. Waters, a prominent member of the International Association of Machinists, was placed under arrest, today, charged with contempt of court in having violated the injunction recently served on many of the striking machinists, by petition of the Atchafalaya, Topoka & Santa Fe Railway company. He will be taken before Judge Mills at Las Vegas to answer to the charge.

Edward Entwistle, who was the engine driver on the first passenger train in England, is a resident of Des Moines, Ia. The old mechanic, hale and hearty, is just entering his 90th year, and he looks back over a long vista of progress and invention, and tells with wonderful enthusiasm how George Stephenson, whom he knew, established his great invention as a practical possibility.

Engineer Frank Simmons has returned to Alamogordo from an extended trip. He visited Chicago, thence to Los Angeles, where he was a delegate of the Brotherhood of Locomotive Engineers convention, returning via El Paso. Mr. Simmons says after all that he saw, this country still looks good to him.

A bulletin has just been issued by Superintendent Gibson commending the service rendered at Gallup recently by Engineers Klump and Maloney. They have each been given ten merit marks for getting No. 4 out of Gallup without delay, having received but a fifteen-minute call.

President W. H. Andrews of the Santa Fe Central railway, General Manager W. S. Hopewell, of the New Mexico Fuel and Iron company, and Superintendent Whittemberger of the fourth division of the Denver & Rio Grande railroad, are at Santa Fe on railroad matters.

Mrs. Lillian T. Whately was awarded damages in the sum of \$4,000 for the death of her husband as a result of her suit against the El Paso-Northeastern Railway company, which was on trial the latter part of last week by a jury in Judge Groggin's court at El Paso.

R. M. Stone, who was recently appointed to the position of contracting freight and passenger agent of the Santa Fe at El Paso, has just tendered his resignation to Division freight and passenger agent W. R. Brown, to take effect June 1. Mr. Stone lately became interested in the Roof Garden over the Guaranty Trust building, and will devote all his spare time to that proposition. So far Mr. Brown has not decided who will be put in Mr. Stone's place at El Paso.

Ben Holmes, Winslow agent—B. L. Holmes has been installed as agent at this point, having arrived yesterday, says the Winslow Mail. Mr. Holmes was at one time agent at Gallup, more recently he filled the same position at Ash Fork and is considered one of the best agents on the Coast lines. It is stated that H. S. Kidder will shortly relieve A. F. Hunt, temporarily, at Williams. Mr. Hunt's many friends here in Winslow have expressed the fear that he is contemplating matrimony.

William Arsepe, machinist, left last night with his family for San Francisco.

T. E. McMeans, who was the Santa Fe Central agent at Estancia, will accept a position with the Moffat road in Colorado.

George A. Riddle, engineer on the Denver & Rio Grande, with home at Santa Fe, had quite a struggle with the rheumatism, and in consequence was compelled to take a lay-off from his duties.

The force of men employed in the Pennsylvania railway shops at Altoona, Pa., was further reduced today by the suspension of 500 additional employees, making a total of more than 2,000 laid off to date.

A report from Needles tells of a small sized strike among the waiters at the Harvey eating house there. Three of the waitresses took off their aprons and refused to work because asked to serve non-union workmen.

President Ripley of the Santa Fe denies that he and E. H. Harriman is reported at Philadelphia that about 11,000 men will be laid off by the Pennsylvania Railroad company, the aim being to get down to the 1902 basis. Continued shrinkage in business and no expectation of early improvement, it is said, are the reasons for the big reduction in force.

MEN DISCHARGED

NORTHEASTERN FORESTALLS ACTION OF MEN AT ALAMOGORDO.

About two dozen of the striking boilermakers and machinists at Alamogordo arrived at El Paso yesterday, but they give no reason for going to the Paso City.

From what can be learned it seems that the organizer of the U. B. R. E. visited Alamogordo Monday and attempted to get up a strike on the part of the railway clerks in that city, many of whom belong to the order, in sympathy with the striking boilermakers. The company had taken the matter in hand, however, and, using the slack business on the road as an excuse, dispensed with the services of the majority of the clerks and only two men belonging to the U. B. R. E. remained. These men, when they found that a strike was to be declared, both resigned their positions, it is said, rather than participate in a strike.

MACHINISTS AND COPPER-SMITHS ARE ALSO OUT

The machinists in the employ of the El Paso & Northeastern at Alamogordo went out on a strike Monday afternoon at 2 o'clock, and those were followed by the copper-smiths and the helpers in both departments.

The grievance seems to be the same as that of the boilermakers and blacksmiths who went out some days ago. In other words, they are going out in sympathy with their fellow men. The non-union boilermakers in the shops are still working.

Tuesday morning the company put several non-union machinists to work and the officials say it will only be a question of a short time until the strikers' places are all filled with non-union men. The company is making a big effort to make the shop at Alamogordo an "open shop," and as many non-union men as possible are being secured for the places.

Then, too, from the condition the road is now in, it is thought it will not be seriously crippled by the present strike, as the business on the line is light and the equipment is in first-class condition to stand considerable wear and tear before it is necessary to put it in the shops.

TRIED TO DITCH.

A correspondent of the El Paso Herald, writing from Alamogordo, under date of May 23, says:

No. 4, the northbound passenger train, was delayed at Pintado, a point about twenty-five miles north of here last night by some one placing stones on the track with the evident purpose of wrecking a train. Two boys who were evidently beating their way through the country have been arrested, but the officers have been unable to get any clue as to whether they committed the deed or not. Sheriff Hunter left here on a special this morning for Pintado and is investigating the trouble, but has not reported here whether he has found out anything or not.

The force of clerks has been reduced nine men in the auditor's office of the El Paso & Northeastern at this point, and similar orders have been issued to other points along the line to reduce the clerical force wherever possible, and this morning the agent's office at El Paso was reduced by three men.

In the shops everything seems to be moving along again at its usual rate and as if nothing had ever happened. The new men are all at work, and, while most of those who went out on a strike are still in the city, they are apparently doing nothing. There is a rumor to the effect that the strikers are attempting to get the boilermakers on the Rock Island to go out in sympathy with them, but none of the men will acknowledge this move is on foot.

have entered into an agreement or arrangement for the joint building of a line from Willits to Eureka, Cal., and for the joint use of the California-Northeastern railroad.

Two new appointments were made recently on the El Paso & Northeastern railroad system. D. Sullivan was advanced from the position of general superintendent of transportation to that of general superintendent of the whole system. G. M. Lawrence, formerly Mr. Sullivan's chief clerk, was made general time checker of the system. Both appointments went into effect May 15, and the headquarters of both officials are at Alamogordo.

H. E. Whittemberger, superintendent of the fourth division, left Santa Fe yesterday for Espanola on his special car. There he will join General Manager R. A. Edson and a number of other Denver & Rio Grande officials who are en route to Santa Fe over the Denver & Rio Grande railroad. The party intends to make a trip of inspection over the Santa Fe Central railway tomorrow.

Alarmed over the remarkable falling off in traffic, the railroads centering in Chicago are discharging thousands of employees, cutting down the hours of labor and curtailing expenses in every possible direction. It is estimated that since January 1, 1904, more than 15,000 railroad employees have been discharged in the United States, and the pruning process is still going on. Rigid economy has been ordered in all departments and the forces are being reduced to a minimum.

Pass on Copper Plate.—George W. Valley, of Deming, general agent of the Burlington railroad, has received a pass from William Bayly, president of the Copper-Belt railroad. The pass is unique, inasmuch as it is engraved on a copper plate. The railroad runs to a copper mine some place in Arizona. The pass is an annual and has Mr. Valley's name nicely engraved in beautiful script.

"The pass reminds me of the days when Otto Mears used to be at the head of the Silverton railroad," said Mr. Valley. "He issued passes to the railroad men engraved on silver. That was in the halcyon days of the state's railroading, and the silver passes are preserved as valuable souvenirs to this day."

MEXICAN CENTRAL INSPECTED.

The Road to Be Re-Built and Re-Organized—Said to Compare Favorably With Railroads of the United States.

A careful inspection of the Mexican Central road, and all its branches has just been completed by P. B. Drake, the representative of Speyer and company as a preliminary step to the reorganization of the road. Mr. Drake will remain in Mexico some time longer in order to complete his reports. He states that the finances of the road are to be re-organized and the road repaired. Mr. Drake was sent to Mexico in order to look into the present physical conditions of the road, especially. He states that, in his opinion, the Mexican Central will compare very favorably with railroads of the United States. The company is gradually re-organizing the road with heavier rails, and the work will soon be completed.

Monster Locomotive Runs at Full Speed.—H. B. Koser, general western freight and passenger agent of the Missouri Pacific, has been on a trip to St. Louis recently and took occasion to go through the transportation building of the World's fair.

"The sight that interests everybody is the giant locomotive running at full speed," said Mr. Koser. "The engine is one of the largest I have seen and it sits on rollers that spin under it as it is sped up to its fullest capacity. Various applications indicate that the speed of the engine and its traction power are immense, but the sight of the great monster running as it were speeding across the iron rails out on the line is what seems to interest everybody who comes near. The machinery that was merely put in 'for show' and is not running is hardly noted. Whatever is being operated in plain sight is sure to secure attention, and this big engine is one of the wildest spectacles of the whole affair."

PREPARES FOR MEN

IS ARRANGING ACCOMMODATIONS FOR STRIKE BREAKERS.

The strike situation at Alamogordo is very much the same as outlined on Tuesday, says a dispatch to the El Paso Herald. None of the strikers have gone to work. None of the railroad officials will talk regarding the trouble, but from the preparations that are being made it seems that the company is making every effort to get non-union men from the east.

Some fifty or sixty men were expected to reach Alamogordo Tuesday night to go to work in the shops, but for some unknown reason they failed to show up. In the meantime the company is spending several hundred dollars in securing bedding and provisions, which are being placed in the boarding cars near the shops, which shows that additional men are expected to take the places of the strikers.

The El Paso Situation.

The El Paso strike situation on the El Paso & Northeastern is about the same as it has been for several days, says the Herald. The company is still maintaining the force of seven guards at the round house and shops in this city, but as there is but a slim chance for any trouble at this point, the principal work they find is to take life easy. When the boilermakers at work at this point went out on a call of the men at Alamogordo and Machinist Lamb was promoted to the position of general foreman, the company left their places open, and for the present no new men will be installed. All engines are put in good shape at Alamogordo and are able to make the trip to El Paso and return without repairs at this point.

STRIKER AT LAS VEGAS

BEFORE JUDGE MILLS FOR CONTEMPT OF COURT.

This morning Judge Mills gave a hearing of the case of A. C. Waters for contempt of court in violating the injunction secured by the Santa Fe Railway company restricting striking machinists from interfering with its operation, says the Optic.

Waters was accused of intimidation of employees and of attempts to prevent boarding house keepers from lodging and feeding those employed in place of the strikers.

The judge did not consider the evidence conclusive on all points and reserved a complete decision until he had made a more thorough examination of affidavits and testimony, pending which he released the prisoner at his own recognizance. At the same time the judge, while asserting his friendliness to organized labor, took occasion to censure Waters for improper expressions and for his efforts to make the non-strikers offensive in the eyes of the keepers of public houses and then shoddy-looking public houses and others, and warned him to desist from further acts of such nature. Mr. Franks, Waters' attorney assured the court that his client would not again be found an offender in this way. He was then allowed to go.

At this point Mr. Twitchell called the court's attention to the matter of a man named William Green, now under arrest for a disturbance on the train which brought from Raton the prisoner and witnesses in the case just tried, and repeating certain blasphemous and violent language which Green had used, asked if that did not

constitute contempt. Judge Mills replied that the question should be properly brought before the court in due form, when an answer would be given.

C. B. Eddy, president of the El Paso & Northeastern railroad, with Chief Clerk Prentice, have gone to New York.

A. A. Noonan, president of the Mexican Central, with his family, who was east on important matters, has returned to his headquarters at City of Mexico.

Miguel Ortiz, of Santa Fe, sent twenty-one men yesterday to work for Lantry Brothers, railroad contractors at Watrous. During the past two months Mr. Ortiz has sent over 300 men from Santa Fe to Watrous and procured work for them with Lantry Brothers.

A Machinist's Helper Assaulted.—Herman Johnson, a machinist's helper, was attacked Saturday night at Bakerfield by two men, whom he is unable to identify. Assistance reached him before he was severely beaten, and his assailants were driven off. Santa Fe headquarters in Los Angeles has offered a reward of \$250 for their apprehension.

Assistant General Manager Hitchcock says the company is hiring no more blacksmiths or their helpers, having all the men necessary for that class of work. A few boilermakers still are being employed in the east, but this is for the purpose of obtaining a pick of men, rather than because any additional force is needed.

An Awful Suicide.—Julian W. Courts, claim agent of the Louisville, Henderson & St. Louis railway at Louisville, Ky., committed suicide by jumping from the top of a ten-story building. Every bone in his body was smashed, and his body was crushed to a pulp.

Taking his stand on the edge of the roof, Courts called to some of his associates to watch, and then jumped straight out from the roof.

A skylight with iron bars of half an inch thickness was at the second story, but his body crashed through it and was impaled on an iron bar that protruded from the ground.

Investigation as to the motive for the suicide showed that he had contracted debts in many cities. These amount to perhaps \$10,000.

Courts was thirty-five years old and unmarried.

NEW BOOK OF RULES.

To Govern Operation of Trains on the Rock Island Road.

W. O. Nevill, trainmaster of the Kansas division of the Rock Island, announces that his company has adopted a new book of rules governing the operation of trains which will be put in effect on August 1. These books have already been published and issued to the employees of the road and it is expected that by August 1 all trainmen will have become sufficiently acquainted with the new rules to make practical use of them.

In speaking of the change, Mr. Nevill said the rules contained in the book formerly used on the Rock Island's lines had not been entirely abandoned.

"The principal trouble with the old book," said Mr. Nevill, "was that it contained unnecessary directions and explanations. The book dealt with the minutest details and even rules which were the most obvious were given the same attention as was given the more difficult ones. The book contained much that was commendable, however, and in compiling the new book many of the old rules have been rewritten and rearranged for future use. All unnecessary explanations have been cut out and, although the new rules are standard and similar in many respects to those in use on other lines, they are at the same time much more concise."

Mr. Nevill stated further that a board of examination would be established at each division point, the purpose of which would be to instruct and examine the employees in the use of the new rule book. "In this way," said he, "the change from the old to the new will not be as disconcerting as it would if we were to leave the men to dig it out for themselves."

MACHINISTS AND CLERKS BROUGHT IN

Northeastern Gets Another Bunch of New Employees at Alamogordo to Fill the Old Places.

A special dispatch from Alamogordo dated May 26 says: A freight train arriving about 3 o'clock this morning brought in forty-two railway mechanics, most of whom went to work in the shops here this morning.

Twelve railway clerks were brought in on No. 2, the passenger train from the north this morning, and were put to work in the auditor's office. These men all belong, so it is stated, to the Order of Railway Clerks of America. While it was given out at the time of the reduction in force a few days ago that the reduction was being made owing to a slackness of business, it is now evident that the company is making a fight against the United Brotherhood of Railway Employees, as almost without exception the men let out of the auditor's office were members of that organization and when that order declared a strike sometime back, they went out. This action, it is learned, was not sanctioned by the railway clerks' national order, and the strikers were suspended from that organization.

There is now a good force of men working in the shops and turning out considerable work, but not as many as were employed some time back. The company has now made all arrangements for feeding and housing the men who are at work, in the box cars near the shops.

The striking men, last night held a meeting at which the machinists,

boilermakers and other union men present, nothing has as yet been given out.

RAILROAD CLAIM AGENT SAVES A MAN'S LIFE

The Fellow Said He Would Kill Himself if His Claim Was Not Allowed and the Agent Paid It.

Chief Claim Agent C. F. Elder of the El Paso & Northeastern, has just had an experience in his department that probably no other claim agent in the United States has ever had, says the El Paso News.

Some time ago an American presented a claim for damages to a certain shipment which he had made over the line. Yesterday afternoon he called at the office to find out when his claim would be paid and at the same time had a far-away and wild look in his eyes, when told that the claim was being put through the usual channels, but as yet had not arrived at the point of payment, he stated emphatically that he was broke and in debt for a meal ticket, and that unless the claim could be paid at once he would blow his brains out. His earnestness and manner so impressed the general claim agent that he advanced the man money enough to live on until this morning, when the claim was vouchers and paid.

It is a frequent occurrence for someone with a claim against the road to threaten to bring suit, or divert business from the road, but this is the first time anyone has threatened suicide.

STRIKE SITUATION AND CONDITIONS

S. L. Bean, the mechanical superintendent of the Santa Fe at El Paso, who will remain here to charge until the strike trouble is over, was met this morning by The Citizen representative.

Interviewed on the strike situation and conditions in general, several important subjects, which the public should understand, were brought out in the conversation with Mr. Bean.

When the reporter found to be, under the trying circumstances, a most courteous gentleman to interview.

Submits to Interview.

"Mr. Bean," remarked the reporter, "The Citizen would like to interview you on the strike situation and the railroad conditions. Do you object?"

"I am always too glad to impart correct information to the public," stated Mr. Bean in answer, "and what I give you for print is the absolute truth in all respects."

Larger Force at Work.

"How about your force?" was asked.

"We now have a very much larger number of employees working than prior to the strike," answered Mr. Bean, "and last night I started a good sized night force at work in the boiler department. In a few days I hope to start a night force at work in the machine department. We will show an output from the back shop this present month of twelve heavy general repair engines, and a large number of medium repairs from the round house and the running repair work is well kept up."

Failure of Engines.

"What about the failure of engines on the road?" questioned the reporter.

"Failures on the road are very few, and, if anything, less than they were prior to the strike. The motive power on the coast line is in good physical condition, and both shops at Albuquerque and San Bernardino are now in shape to turn out a goodly amount of work. Several of the engines now in the local shops are receiving new fire boxes, and will be on the road in train service in a few days. The new men at work were not acquainted with the old burning engines, hence some delays, but the majority of the delays was due to heavy traffic and other causes, aside from engine failures. The new men are now acquainted with their duties, and at every point west engines are performing the work required of them, and matters generally are running very smoothly."

Plenty of Boilermakers.

"How about your boilermakers?" again asked the reporter.

"The shops now have more boilermakers than before the strike," answered Mr. Bean, "and from all quarters on the coast lines now comes the cry 'don't send any more boilermakers.' Still another bunch got from the east last night, and I really don't know where to put them. The boilermakers now in the employ of the company, and especially at the local shops, are all skilled mechanics, and they are performing their labor in a most satisfactory manner, turning out more work than before the strike, and doing it without constantly grumbling about being ill-treated."

Something About Workmen.

"Has there been a decrease or increase in the force of the local shops?"

"We have a good corps of foremen in the places of those who went out, and such men are bringing their families to the city to reside, as also many of the workmen. Before the strike the pay roll showed about 600 men at the local shops, but now there is about 800 men and the pay roll amounts to \$700 more per day. I am confident at the first regular pay day of these men the merchants of Albuquerque will realize a goodly amount of money in general circulation."

A Rumor Denied.

"Some of the sympathizers say that

the reduction in wages cut a figure in the strike. Is it true?"

"As to the rumor of the reduction in wages cutting a figure in this strike," remarked Mr. Bean, "I wish to emphatically announce that the rumor is false in every respect. The mechanics are receiving, and will in the future, receive the same wages paid before the strike, namely, 38 cents per hour for skilled mechanics and that includes machinists, boiler-makers and blacksmiths. Handy men receive from 25 cents to 34 cents per hour, according to their ability; helpers from 20 cents to 22½ cents per hour; apprentices, \$1 a day for the first year and an additional 35 cents per day for each year thereafter until the required four years have been served, when the company presents each apprentice with a handsome bonus in a copy, and then starts them at the full skilled wages of 38 cents per hour."

About the Stockade.

"Will the stockade now be abandoned?" asked the reporter.

"As long as the strikers show any disposition to create trouble for the imported men," remarked Mr. Bean "or threaten them in any manner, as has been done the past few days, the company feels it a moral obligation on their part to protect its men, and will continue the stockade in existence. When the company satisfies itself that their employees will not be molested, in going to and from the shops, the stockade, the boarding cars, the tents, etc., will all be discontinued and the men will then make their homes throughout the city."

The Discharge Question.

"Tell the readers of The Citizen about the discharge of the new men, and the subject," asked the reporter.

"Yes, I have had occasion to do considerable discharging, and admit that since the strike a number of men brought here have received their time, but they were men who were incapable of fulfilling any part of the contract they entered into with the company. I desire to contradict a false report that the company entered into a contract for return transportation. No agreement to that effect was entered into with the imported men, and when they signed their contracts no return transportation was asked. When men found themselves incompetent to fill their contracts, or rather where they misrepresented their ability to perform certain work, we have entered into new contracts with those men at lesser wages for such occupation as they could handle, and when they refused to do this, to accept our desire to give them work, they have been relieved from any further service of the company. I released thirty new contracts yesterday, only three leaving the service of the company."

Big Improvements.

"When will the company rebuild the car department, recently destroyed by fire?" asked the reporter.

"The company intends to erect an elaborate car shop and painting mill combined, and a car machine shop, with all the modern improvements and conveniences for the workmen, very, accoutrements of new machinery, on the old fire site in a very short time. Plans and specifications are completed and approved, and I really expect work to be commenced on the big improvements and additions very soon. It is my opinion that these additions will add materially to the present working force of the local shops, thus making Albuquerque the largest shop center west of Topoka."

Mrs. Bean and children will go to Los Angeles in a few days, where they will take up their residence. Mr. Bean will remain here, as stated above, until the strike troubles are over, when he will go to Los Angeles, that city being his headquarters as the mechanical superintendent of the coast lines.

HE WAS FINED

STRIKE BREAKERS ASSAULTED AND JUDGE CRAWFORD APPEALED TO.

Ernest Marshall, a strike breaker, yesterday swore out a warrant against Pat Wesley, a pressman, charging assault with words.

The case came up in Magistrate Crawford's court at 5 o'clock, and the defendant was found guilty and placed in jail in default of \$15 fine. Later the fine was paid and Wesley was released.

There were three witnesses to the assault. Marshall, the complaining witness, said that he "went in the saloon," and was playing the slot machine. Wesley stuck his head in and called him a very vile name.

One witness could not speak "United States," and the other testified about the name as Marshall.

City Marshal McMillin testified to circumstances surrounding the arrest of Wesley. He said that Wesley was under the influence of liquor and was very impudent when arrested.

Judge Crawford's remarks regarding the affair were very pointed. He said that the city authorities would have no rowdiness in connection with the strike troubles. They intended to preserve peace and any troublesome characters, whether they be strikers or strike breakers' sympathizers, would promptly be punished.

The whole trouble grew out of a visit of three strike-breakers to the business section of the city. In a saloon they were insulted by Wesley. They then imagined that strikers lay in wait for them on their way to the stockade. Chief of Police McMillin was accosted by them on Railroad avenue about half way across the street between the White Elephant and Zigler's cafe. They wanted an escort home. It was then 10 o'clock at night, and Officer Kennedy was dispatched as body guard. The quartet, the three strike-breakers and the officers, reached the stockade without any further trouble.

CLOSING RECITAL.

The 1903-4 school term of the University of New Mexico, is rapidly coming to a close. The end of the week will see the finish of one of the most successful years of the institution.

The musical department, which was inaugurated the past year, has proved a good venture. The diploma scholars of this department are ample evidence for this statement, and their recitals, which have been given the past week at the Hall of Music, have been greatly appreciated. Much ability and culture was displayed at these recitals and they are a credit to the university and the faculty of the music department.

Miss Rose Huntzinger's recital last night was probably more largely attended than those given previously by Miss Stella Houtright and Miss Helen Pratt. It was a great success. The young lady exhibited marked ability as a musician and charmed her audience with her music. She was assisted by her sister, Miss Daisy, and by Miss Maude Summers.

This forenoon the university campus was the scene of the annual class day exercises. They were unique, lively and were witnessed by the 'varsity' faculty, pupils and a large number of people from the city.

Tonight the U. N. M. alumni banquet will occur at the Alvarado and tomorrow night at the Elks' opera house the commencement exercises of the eleven graduates will take place. Dr. E. R. Brown of the University of California will deliver the commencement address.

CITY DITCH.

The following agreement has been entered into between the undersigned ditch commissioners and mayors-domo of some of Los Gringos, as representatives of said community, parties of the first part, and the undersigned citizens and real estate owners of the new town of Albuquerque of the second part.

The community of Los Gringos abandons all that part of their main ditch that lies from the public road leading from Albuquerque over towards the mountains running south, until it empties in the meadows property of Jose Candelaria, they also cede the right to the land until today occupied by said ditch to the owners of land opposite the same to the south and adjoining.

The community of the city of Albuquerque through the undersigned citizens of the same in consideration of the relinquishment of said acreage, binds itself to grant the said community of Los Gringos a free waste water way or spillway for the surplus or waste waters of said acequia through the large canal or ditch which runs through the new town of Albuquerque, free of cost, and free as to said community, party of the first part, as to any responsibility from any damage that may be caused in the future by the waters of said acequia running through said canal, so that the responsibility of the community of Los Gringos ceases at the point where the public road leading to the mountains cuts through said acequia and from that point south the whole responsibility lies upon the community of the new town of Albuquerque. Furthermore, said community of Albuquerque has to furnish the necessary flumes etc., that may be needed for the purpose.

Signed—William B. Childers, W. K. P. Wilson, E. Z. Stover, Edward Medler, William Dunbar, W. S. Burke, James T. Saunders, W. Talbot, A. A. Grant, W. S. Moore, C. Shendell, Henry Gold, Franz Hunsing, L. S. Trimble, W. J. Trimble & Co., John A. Lee, Thomas B. Harrison, William C. Hazeldine.

Signed—Jose B. Garcia, Tomas Garcia, Pablo Griego, Aurelio Garcia, Antonio Candelaria, mayor-domo.

REV. THOMAS HARWOOD.

The Citizen takes pleasure in reproducing the following tribute to a man, who during thirty-five years of consecrated work, has done more than any one person in this territory for the education and elevation of the native people, and whose name will ever be spoken with love and veneration by hundreds of our citizens:

"Dr. Thomas Harwood, veteran superintendent of the New Mexico Spanish Mission, is in attendance at the general conference. He is one of the heroes of Methodist home missionary work, and bears about in his own body the marks of his devotion to the service of the Lord Jesus and his, like St. Peter, suffered many things for the sake of his mission. To know his history is the